



Lynnwood Link Extension

**Seattle City Council
Transportation Committee
July 23, 2013**

Purposes

- Highlight key findings from the Draft EIS
- Frame major choices for a preferred alternative

Project & schedule

July 2013: Publish DEIS

Late 2013: ST Board identifies preferred alternative

Late 2013 – mid 2015: FEIS and preliminary engineering for preferred alternative; FTA approvals

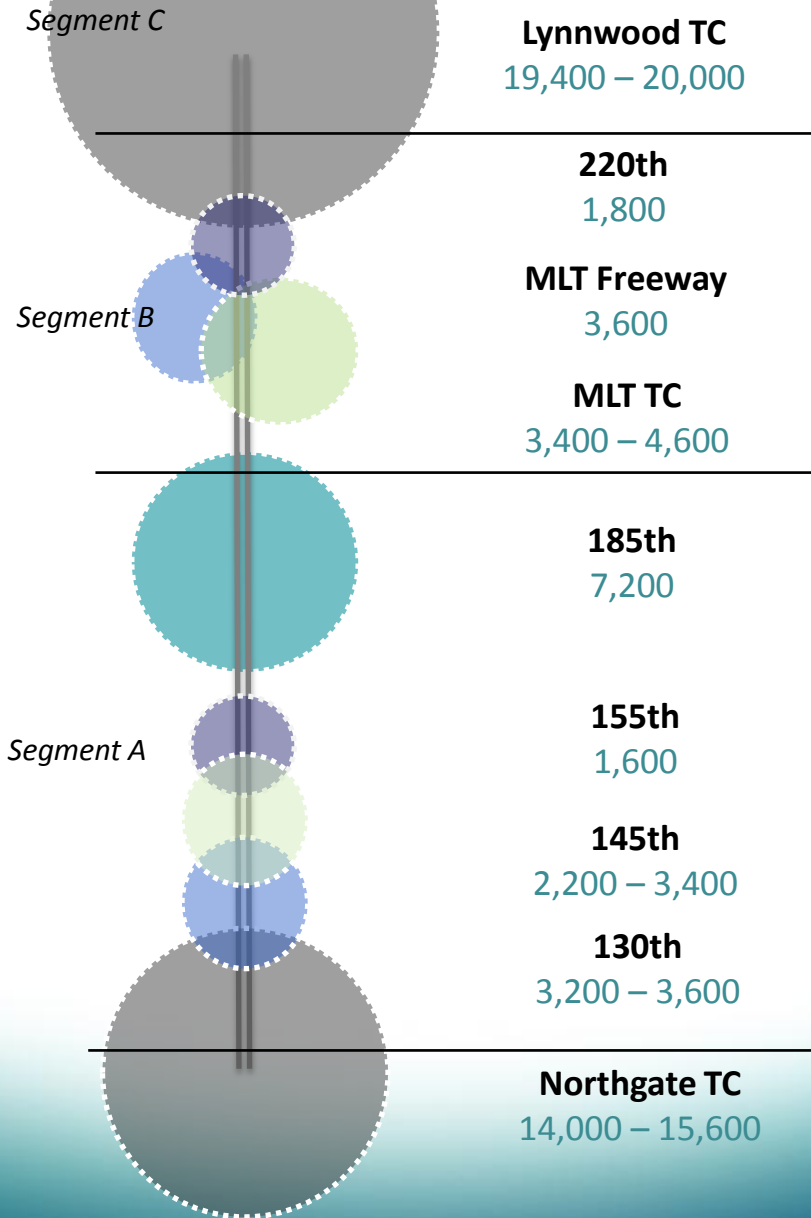
2015 thru 2017: Final design, permitting, property acquisition

2018 thru 2023: Construction & testing

2023: Start service



Forecast Daily Boardings



Ridership

- 60,000-70,000 daily riders in 2035
- Up to 23,000 new
- Station tradeoffs:
 - Adding 3rd Segment A station = 400 more daily boardings
 - Moving 145th station to 155th = 200 fewer
 - Reusing MLT freeway station = 1,000 fewer v. station at transit center
 - Adding 220th station = 200 more

Costs

(2012 \$)

<i>2008 Estimate</i>	<i>Change Since</i>	<i>2013 TIP</i>	<i>Lowest Cost Alt. Difference from TIP</i>	<i>Highest Cost Alt. Difference from TIP</i>
\$1,552 M	(\$230 M)	\$1,322 M	\$1,230 M (\$92 M)	\$1,510 M \$188 M

- Findings:
 - Segment A at-grade alternatives less expensive than elevated
 - 3rd Segment A station adds ~\$30-\$50 M
 - Retrofitting MLT freeway station saves ~\$20-\$30 M v. new TC station
 - Segment B west side ~\$50 M > median; 220th station adds ~\$30-50 M
- Vehicles, O&M facilities budgeted separately, system-wide
- All alternatives add ~\$15 M annual O&M

Acquisitions & displacements

- Designs place as much LRT infrastructure in WSDOT rights-of-way as possible
- Still have numerous property impacts

Segment	Acquisitions	Residential Displacements	Business / Institution Displacements
A: Northgate - 185 th	106 - 127	107 - 122	0 – 1
B: 185 th to 212 th	5 - 18	0 - 5	0
C: 212 th - Lynnwood	15 - 106	1 - 77	1 - 31

- Potentially affected owners have been notified and meetings are underway

Potentially affected properties

Northgate to 145th

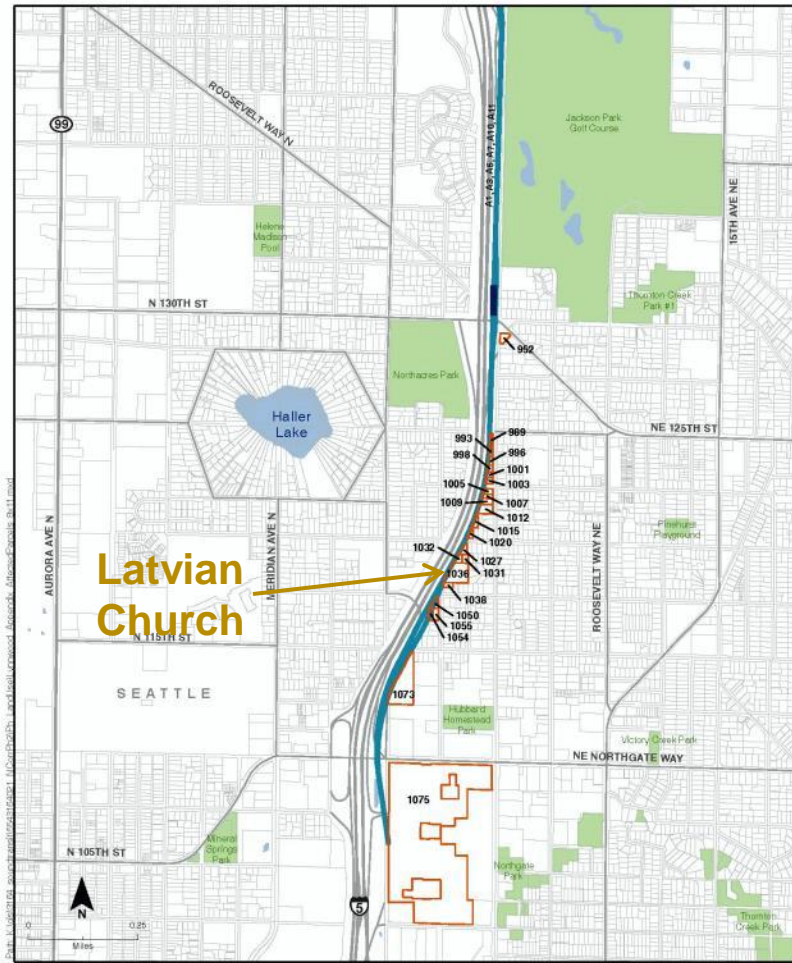


Figure I-4.1-1a
Potentially Affected Parcels

Lynnwood Link Extension

145th to 185th

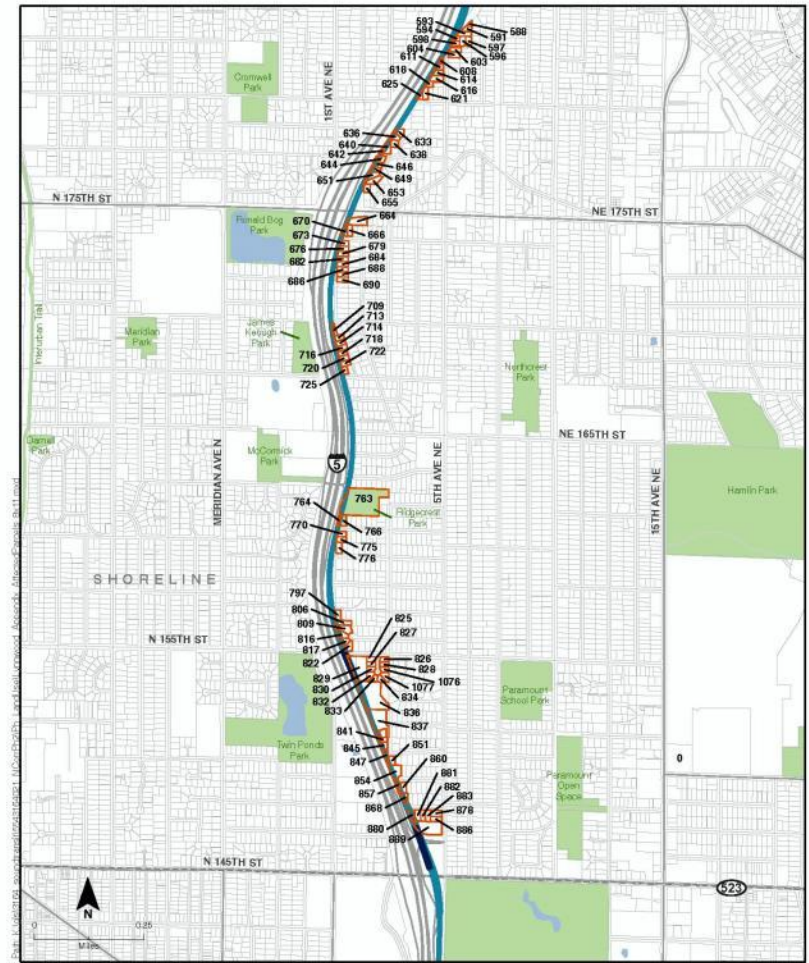


Figure I-4.1-1b
Potentially Affected Parcels

Lynnwood Link Extension

Potentially affected properties

185th to 228th

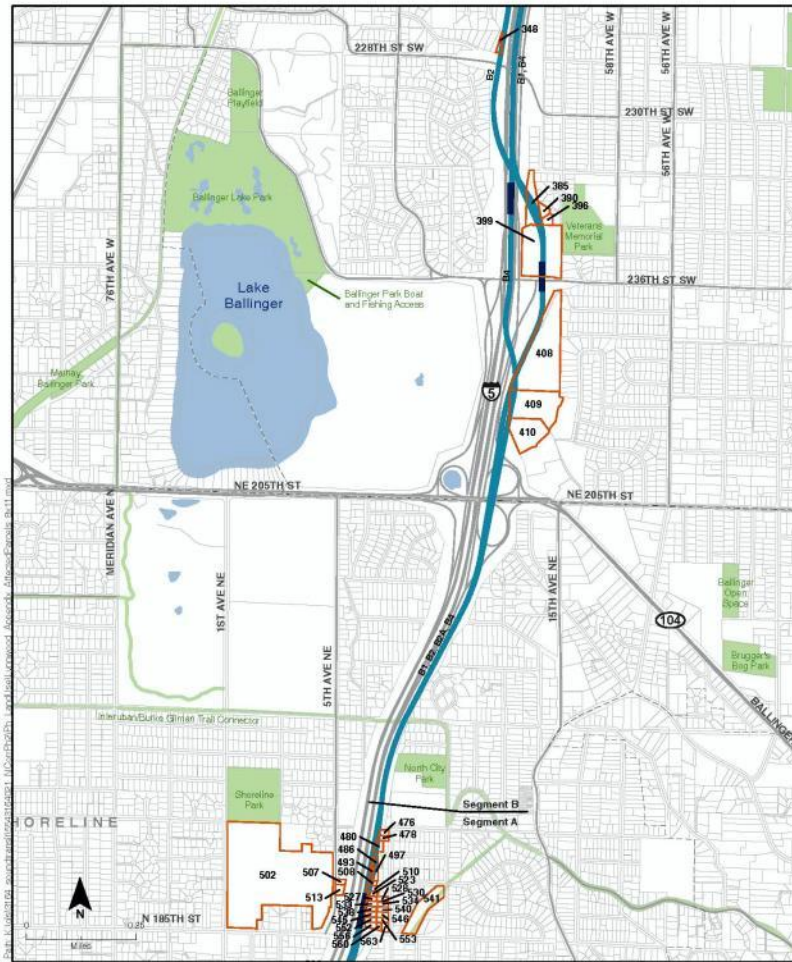


Figure I-4.1-1c
Potentially Affected Parcels

Lynnwood Link Extension

228th to Lynnwood

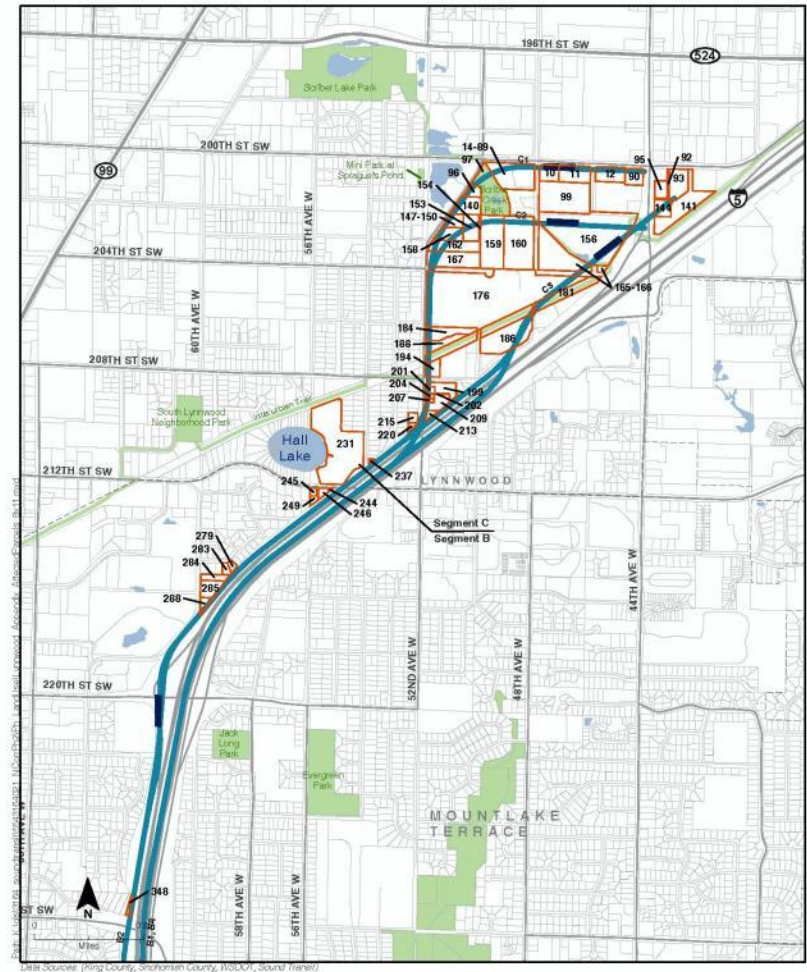


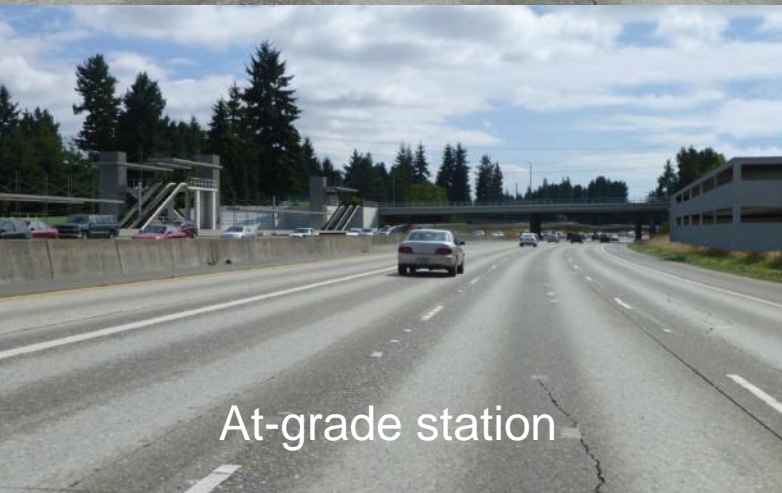
Figure I-4.1-1d
Potentially Affected Parcels

Lynnwood Link Extension

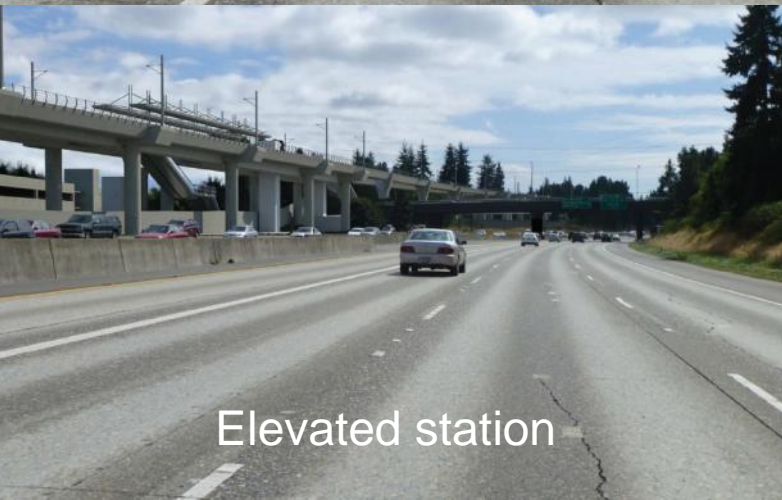
Visual & aesthetics



185th Street - Existing



At-grade station



Elevated station

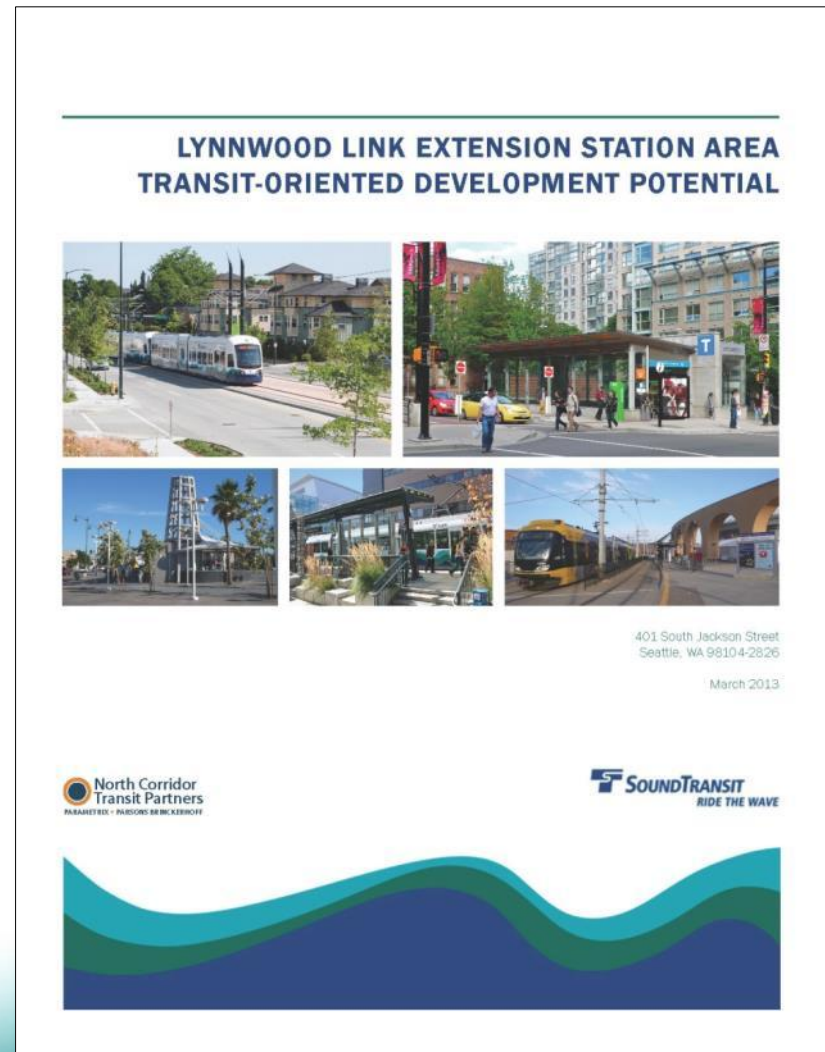
- Elevated guideways & stations will be high visual change
- Scale of station & garage structures in residential neighborhoods
- Noise walls – many WSDOT walls to be relocated, some new, some taller
- Many mature trees removed along I-5
- Mitigation includes guideway placement & design, landscaping, screening

Other environmental impacts

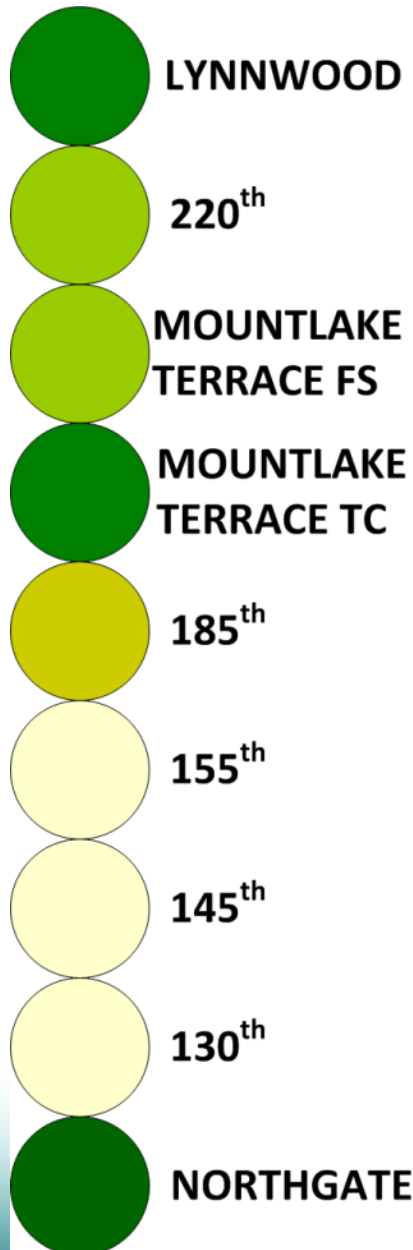
- Transportation
 - I-5 bridge rebuilds, local road relocations, hide & ride, MLT freeway station, construction impacts
- Noise & vibration
 - Many impacts but all can be mitigated
 - Sound walls, guideway barriers, track treatments, building sound insulation
- Parks
 - Minor impacts to Ridgecrest Park & Shoreline Stadium
 - Scriber Creek Park impacts

TOD assessment

- Consistent with TOD policy
- Qualitative assessment
- Based on existing conditions
- Four factors considered
 - Plans & policies
 - Current land use
 - Station access
 - Development opportunities
- More emphasis in federal New Starts grant competition



TOD potential



STRONG



MODERATE



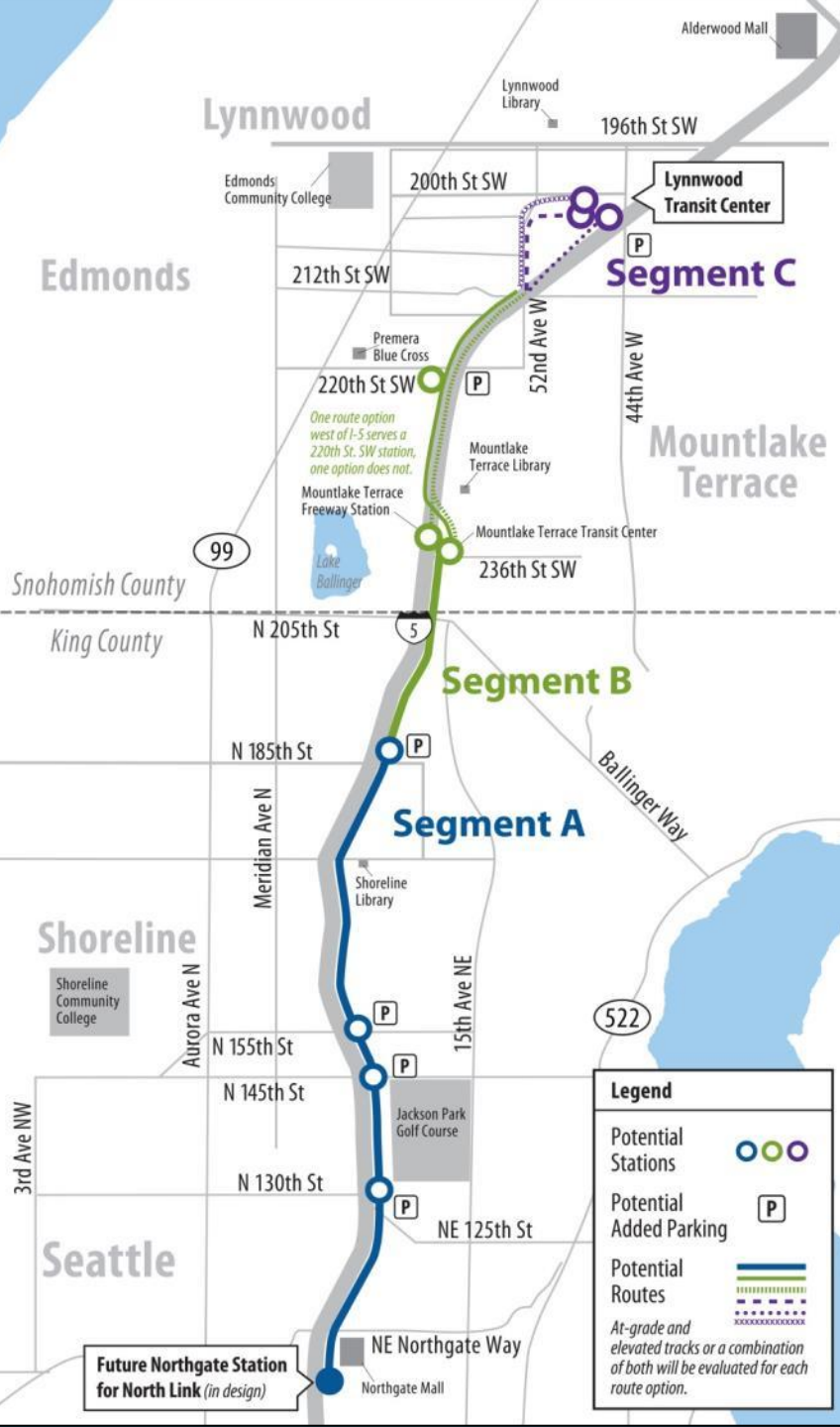
LIMITED

*Summary
station area
development
potential*

- **Lynnwood:** limited current land use; strong plans & policies; moderate-strong access & opportunities
- **Mountlake Terrace:** limited current land use; moderate-strong plans & policies; moderate access & opportunities
- **Shoreline:** limited current land use and access; moderate plans & policies; limited-moderate opportunities
- **Seattle** (north of Northgate): limited current land use, plans & policies, access & opportunities

Choices

- How many stations and where?
 - A: 185th + 1 or 2 other stations?
Which ones?
 - B: MLT freeway station or transit center?
Add 220th?
 - C: Lynnwood station choice determines alignment
 - ST2 Plan commitments
- Which profile in Segment A?
 - Elevated = more \$ & visual / noise impacts
 - At-grade = more property & bridge impacts
- Which alignment in Segment B?
 - If 220th station, then I-5 west-side
 - I-5 median cheaper but no 220th station
- How much transit parking & where?
 - Balance regional access with local impacts



DEIS outreach

- July: council briefings
- August: open houses/public hearings
 - 8/14, Mountlake Terrace
 - **8/20, Northgate**
 - 8/21, Lynnwood
 - 8/22, Shoreline
- September: on-line “tech talk” forum
- On-going: property owner meetings; stakeholder briefings

Next steps

- July 26: publish Draft EIS
- August: open houses/public hearings
- September 23: 60-day comment period closes
- **October/November: Board action to identify preferred alternative**
- 2014: complete PE & publish Final EIS
- Mid-2015: obtain ROD and FTA engineering authority; apply for New Starts funding; begin final design